



# Federal Railroad Administration

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## FRA's Non-Accident Release Reduction Program

“Keeping the Downward Flow”

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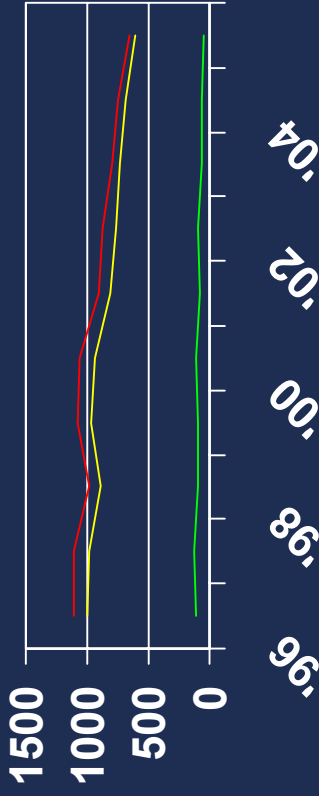


# Accident Trends

	Number of Train Accidents Involving Transportation of Hazmat Where					Number of		
	Count	Involving HM Cars Damaged	Involving HM Cars Releasing	People Evacuated	Cars Carrying	Cars Damaged	Cars Releasing	
2000	729	374	35	9	6942	985	75	
2001	768	389	32	8	6973	940	57	
2002	722	385	31	5	7022	992	56	
2003	752	382	27	7	8083	1065	38	
2004	836	382	29	12	8564	975	47	
2005	767	327	33	9	7848	813	44	
Total	4,574	2,239	187	50	45432	5770	317	



# Non-Accident Release Trends



	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
<b>Bulk</b>	1,000	977	896	975	944	814	771	733	686	617
<b>Non-bulk</b>	112	125	93	98	115	85	99	70	67	40
<b>All</b>	1,112	1,102	989	1,073	1,059	899	870	802	753	657



# HM-229 Regulatory Changes

Final Rule issued 12/3/2003

Response to Appeals and Corrections issued 5/26/2004

Effective date 1/1/2005



- Electronic Filing of Reports
- Revisions to the Form
- Expansion of Reporting Requirements to Persons other than Carriers
- Exception Expansion
- Notification to Shippers
- Reporting Undeclared Shipments
- Criteria for Updating Reports



# Update Requirements

A Hazardous Materials Incident Report must be updated within one year of the date of occurrence of the incident whenever:

- (1) A death results from injury caused by a hazardous material;
- (2) There was a misidentification of the hazardous material or packaging information on a prior incident report;
- (3) Damage, loss or related cost that was not known when the initial incident report was filed becomes known; or
- (4) Damage, loss, or related cost changes by \$25,000 or more, or 10% of the prior total estimate, whichever is greater.



# Railroad Categorizing

U.S. Rail Carriers categorize HM releases using a risk ranking index referred to as the NARRI Rating which uses various factors to rank the results of a release. These factors include:

- Prevention Factors
- Shipping Package Factors
- Product Hazard Factors
- Extenuating Product Risk Factors
- Environmental Impact Factors
- Human Impact Factors







# FRA Focus Issues

## Alcohol Shipments





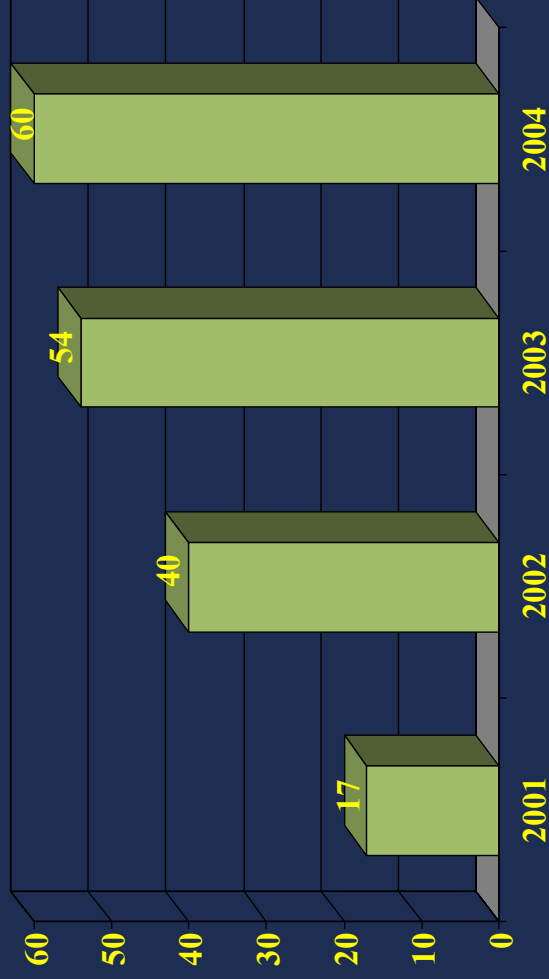
# The Facts

Reduced Foreign  
Energy Demands Are  
Paramount

No New Petroleum  
Refineries since 1976

80 New Ethanol Plants  
(20 since 2000) for an  
industry total of 94  
facilities

NARs from Alcohol Shipments







# The Future

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- 28 New Facilities in Development
  - In 13 states
  - Raises production by 1.5B gallons/year
- 9 of 94 have expansion projects
  - 200M gallons/year
- Will result in 6B gallons/year with 95% transported by rail



# Alcohol Action Plan

- Focus Inspection Efforts with Alcohol Shippers
- Proactive Approach with Renewable Fuels Assoc.
- \$200,000 Research Program Specific to Alcohol
- Seek Help of N.A. NAR Committee for Best Practices





# Additional Program Plans



- Investigation of All Releases with NARRI >100
- Review of Employee Injuries from Releases
- Seek Appropriate Legal Remedies
- Support Industry Efforts
- Focus of Worst Offenders (Company-based)